



## AGREEMENT FOR CONSTRUCTION OF A FIRE RESCUE BOAT

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This AGREEMENT ("Agreement") is entered by and between **Silver Ships Inc.** ("Contractor"), located at **9243 Bellingrath Road, Theodore, Alabama 36582** and the **City of League City** ("City"), a home-rule municipality, located at 300 W. Walker St., League City, Texas 77573 on the date set forth below.

### **Terms:**

1. **Scope of Services:** Contractor will commence construction of a new vessel for City pursuant to the terms and conditions of this Agreement, described more specifically in the attached **Exhibit A**, which is attached and incorporated herein. If there is a conflict between the terms of this Agreement and Exhibit A, the terms of this Agreement will prevail.
2. **Term and Termination:** This Agreement shall commence on the date of contract execution and end on December 31, 2020. The occurrence of any of the following shall constitute a material default under this Contract: (a) The failure to make a required Progress Payment when due, (b) The insolvency or bankruptcy of either party, (c) The subjection of any of either party's property to any levy, seizure, general assignment for the benefit of creditors, application or sale for or by any creditor or government agency or (d) The failure to make available or deliver the goods and services in the time and manner provided for in this Contract.
3. **Compensation:** Contractor shall be paid for the services/products as set forth in **Exhibit A**. In no event shall the total compensation exceed **\$406,890** during the term of this Agreement. City shall tender progress payments after successful completion of each phase ("Phase") as listed below:

<u>Phase</u>	<u>Payment Amount</u>
Completion of Design Phase & Start of Metal Fabrication (March 31, 2020)	\$135,630
Completion of Metal Fabrication & State of Outfitting (August 15, 2020)	\$135,630
Acceptance of Vessel (December 1, 2020)	\$135,630

Contractor must submit to City invoice after the successful completion of each Phase. Payment by City shall be made within thirty (30) days of receipt of an invoice, except for any portion of the invoiced amount that City disapproves as not compliant under this Agreement, in the sole reasonable discretion of City. If City disapproves any amount submitted for payment by Contractor, City shall give Contractor specific reasons for disapproval in writing.

4. **Insurance:** Contractor is required during the Contract Term to maintain insurance as follows: (a) Comprehensive General Commercial Liability insurance covering bodily injury and property damage, with minimum coverage limits—exclusive of defense costs—of \$1,000,000 per occurrence and \$2,000,000

aggregate; (b) If Contractor will provide City “professional services,” as that term is used in Chapter 252 of the Texas Local Government Code, Professional Liability (errors and omissions/malpractice) insurance with minimum coverage limits—exclusive of defense costs—of \$2,000,000 per occurrence; and (c) If at any point during the Contract Term it is foreseeable that Contractor will enter upon City premises: (i) Worker’s Compensation coverage with statutory limits for the State of Texas, and (ii) Commercial Automobile Liability coverage with minimum coverage limits—exclusive of defense costs—of \$1,000,000 per occurrence and \$2,000,000 aggregate. All policies must contain a waiver of subrogation against City. Comprehensive General Liability and Commercial Automobile Liability policies must name the City as Additional Insured. Contractor shall pay all insurance deductibles and deductibles must not exceed \$10,000 unless approved in advance by City. Contractor shall provide City Certificates of Insurance evidencing these insurance requirements prior to the start of work.

5. **Liquidated Damages:** Contractor acknowledges that time is of the essence in performing this Agreement. City and Contractor (collectively, the “Parties”) agree that if Contractor is late in performing any obligation of this Agreement, City will suffer loss, damages, or other harm from Contractor’s delay. The Parties agree that the amount of loss, damages, or harm likely to be incurred is incapable or difficult to precisely estimate, and therefore Contractor agrees to pay City liquidated damages for delay at a daily rate equal to the total compensation allowed for the applicable Phase (as identified in Section 4) divided by the number of days allotted for the applicable Phase. The Parties further agree that: (i) the liquidated damages specified herein are not a penalty but rather bear a reasonable relationship to, and is not plainly or grossly disproportionate to, the probable loss likely to be incurred by City as a result of Contractor’s delay; (ii) one of the reasons for City and Contractor to agree to such amounts is the uncertainty and cost of litigation regarding the question of actual damages; and (iii) City and Contractor are sophisticated business parties and negotiated this Agreement at arm’s length.
6. **Independent Contractor:** Contractor is an independent contractor and is not an employee, partner, joint venture, or agent of City. Contractor understands and agrees that he/she will not be entitled to any benefits generally available to City employees. Contractor shall be responsible for all expenses necessary to carry out the services under this Agreement and shall not be reimbursed by City for such expenses except as otherwise provided in this Agreement.
7. **Intellectual Property:** Any copyrightable works, ideas, discoveries, inventions, patents, products, or other proprietary information (collectively the “Work Product”) developed in whole or in part by Contractor in connection with the design and construction of the boat will be the sole and exclusive property of Contractor. Upon request, City will execute all documents necessary to confirm or perfect the exclusive ownership of Contractor to the Work Product.
8. **Confidentiality:** During the course of the services to be provided under this Agreement, Contractor may become privy to confidential information of City. Contractor agrees to treat as confidential the information or knowledge that becomes known to Contractor during performance of this Agreement and to not use, copy, or disclose such information to any third party unless authorized in writing by City. This provision does not restrict the disclosure of any information that is required to be disclosed under applicable law. Contractor shall promptly notify City of any misuse or unauthorized disclosure of City’s confidential information and upon expiration of this Agreement shall return to City all confidential information in Contractor’s possession or control. Contractor shall further comply with all information security policies of City that may apply and shall not make any press releases, public statements or advertisement referring to the services provided under this Agreement or the engagement of Contractor without the prior written approval of City.
9. **Warranties and Representations:** Contractor warrants and agrees that Contractor shall perform its services and conduct all operations in conformity with all applicable federal, state, and local laws, rules, regulations, and ordinances. For any service performed on premises owned or controlled by City, Contractor warrants and agrees that Contractor will perform said services in compliance with all City rules, including but not limited to, prohibitions related to tobacco use, alcohol, and other drugs. Contractor warrants as follows: For a period of one (1) year from the date of acceptance, the covered boat will be free

from defects caused by faulty installation. For a period of fifteen (15) years from the date of acceptance, to the hull, deck, consoles, and house of the Boat will be free from structural defects caused by faulty workmanship or materials. Only parts and accessories manufactured by Contractor are covered by this limited warranty.

The following items are expressly EXCLUDED to wit: Parts and accessories not manufactured by Contractor including, but not limited to, electronics, controls, and instrumentation. However, included with the original sale, the installation of these parts and accessories is covered for a period of one (1) year. Paint damage or fading as a result of normal use is cosmetic, not structural, and therefore is not considered defective material or workmanship. Damage resulting from abuse, misuse, accidents, overloading, or powering in excess of the recommended maximum horsepower, use of improper trailer, modification or alteration of hull including penetration of the hull by anyone other than Contractor authorized personnel. Corrosion or electrolysis caused by the owner installation of bronze, brass, or steel components to the hull, consoles, cabin, or other aluminum parts is not covered by this warranty. BE ADVISED: any unauthorized repairs or actions taken that alter the design or configuration of the boat, modify or realign the hull, deck, consoles, house, or affixing of accessories or equipment which jeopardizes the structural integrity or design parameters of the boat shall VOID this warranty. City shall assume full responsibility for the consequences of any such actions.

10. **Licenses/Certifications:** Contractor represents and warrants that it will obtain and maintain in effect, and pay the cost of, all licenses, permits or certifications that may be necessary for Contractor's performance of this Agreement. If Contractor is a business entity, Contractor warrants, represents, covenants, and agrees that it is duly organized, validly existing and in good standing under the laws of the state of its formation; and is duly authorized and in good standing to conduct business in the State of Texas, that it has all necessary power and has received all necessary approvals to execute and deliver the Agreement and is authorized to execute this Agreement according to its terms on behalf of Contractor.
11. **Performance/Qualifications:** Contractor agrees and represents that Contractor has the personnel, experience, and knowledge necessary to qualify Contractor for the particular duties to be performed under this Agreement. Contractor warrants that all services performed under this Agreement shall be performed consistent with generally prevailing professional or industry standards.
12. **Conflict of Interest:** Contractor warrants, represents, and agrees that Contractor presently has no interest and shall not acquire any interest, direct or indirect, that would conflict in any manner or degree with Contractor's performance of the services hereunder. Contractor further warrants and affirms that no relationship or affiliation exists between Contractor and City that could be construed as a conflict of interest with regard to this Agreement.
13. **INDEMNIFICATION: CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD HARMLESS CITY , AND EACH OF ITS OFFICIALS, OFFICERS, AGENTS AND EMPLOYEES FROM AND AGAINST ALL CLAIMS, ACTIONS, SUITS, DEMANDS, PROCEEDINGS, COSTS, DAMAGES AND LIABILITIES, INCLUDING WITHOUT LIMITATION ATTORNEYS' FEES AND REASONABLE LITIGATION COSTS, ARISING OUT OF, CONNECTED WITH, OR RESULTING FROM ANY ACTS OR OMISSIONS OF CONTRACTOR OR ANY AGENT, EMPLOYEE, SUBCONTRACTOR, OR SUPPLIER OF CONTRACTOR IN THE EXECUTION OR PERFORMANCE OF THIS CONTRACT, TO THE EXTENT THE CLAIM ARISES FROM NEGLIGENCE, WILLFUL ACT, BREACH OF CONTRACT OR VIOLATION OF LAW.**

14. **Force Majeure:** Neither City nor Contractor shall be liable for any delay in the performance of this Agreement, nor for any other breach, nor for any loss or damage arising solely from uncontrollable forces such as fire, theft, storm, war, or any other force majeure that could not have been reasonably avoided by the exercise of due diligence.
15. **Notices:** Any notice given under this Agreement by either party to the other may be affected either by personal delivery in writing or by mail, registered or certified postage prepaid with return receipt requested. Mailed notices shall be addressed to the addresses of the Parties as they appear in the contract. Notices delivered personally shall be deemed communicated at the time of actual receipt. Mailed notices shall be deemed communicated three (3) days after mailing.
16. **Texas Family Code Child Support Certification:** Pursuant to Section 231.006 of the Texas Family Code, Contractor certifies that it is not ineligible to receive the award of or payments under the Agreement and acknowledges that the Agreement may be terminated, and payment may be withheld if this certification is inaccurate.
17. **State and/or City Auditor:** Contractor understands that acceptance of funds under the Agreement constitutes acceptance of the authority of the Texas State Auditor's Office, or any successor agency or the City's internal auditor (collectively, the "Auditor"), to conduct an audit or investigation in connection with those funds. Contractor agrees to cooperate with the Auditor in the conduct of the audit or investigation, including without limitation providing all records requested. Contractor will include this provision in all contracts with permitted subcontractors.
18. **Jurisdiction:** Any disputes under this Agreement shall be brought in a court of competent jurisdiction in Galveston, Texas and governed by Texas law.
19. **Alternative Dispute Resolution:** To the extent that Chapter 2260, Texas Government Code, is applicable to this Contract and is not preempted by other applicable law, the dispute resolution process provided for in Chapter 2260 and the related rules adopted by the Texas Attorney General Pursuant to Chapter 2260, shall be used by City and Contractor to attempt to resolve any claim for breach of contract made by Contractor that cannot be resolved in the ordinary course of business. The Director of Finance of City shall examine Contractor's claim and any counterclaim and negotiate with Contractor in an effort to resolve such claims. This provision shall not be construed as a waiver by City of its right to seek redress in the courts.
20. **Entire Agreement:** This Agreement contains the entire understanding between the Parties and supersedes all prior agreements, arrangements, and understanding, oral or written between the Parties relating to this Agreement. This Agreement may not be modified except by mutual written agreement of the Parties executed subsequent to this Agreement.
21. **Eligibility to Receive Payment:** Contractor certifies that, as a matter of state law, it is not ineligible to receive the Agreement and payments pursuant to the Agreement and acknowledges that the Agreement may be terminated, and payment withheld if this representation is inaccurate.
22. **Risk of Loss:** If applicable, all work performed by Contractor pursuant to the Agreement will be at Contractor's exclusive risk until final and complete acceptance of the work by City. In the case of any loss or damage to the work prior to City's acceptance, bearing such loss or damage will be Contractor's responsibility.
23. **Publicity:** Contractor shall not use City's name, logo or likeness in any press release, marketing materials or other public announcement without receiving City's prior written approval.
24. **Legal Construction/Severability:** In the event that any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal or unenforceable in any respect, such invalidity,

illegality or unenforceability shall not affect any other provision, and this Agreement shall be construed as if such invalid, illegal or unenforceable provisions had never been contained in it. To this end, the provisions of this Agreement are declared to be severable. The Parties may mutually agree to renegotiate the Agreement to cure such illegality/invalidity or unconstitutionality if such may be reasonably accomplished.

25. **Limitations:** The Parties are aware that there are constitutional and statutory limitations on the authority of City to enter into certain terms and conditions of the Agreement, including, but not limited to, those terms and conditions relating to liens on City's property; disclaimers and limitations of warranties; disclaimers and limitations of liability for damages; waivers, disclaimers and limitations of legal rights, remedies, requirements and processes; limitations of periods to bring legal action; granting control of litigation or settlement to another party; liability for acts or omissions of third parties; payment of attorneys' fees; dispute resolution; indemnities; and confidentiality (collectively, the "Limitations"). Any terms and conditions related to the Limitations will not be binding on City except to the extent authorized by the laws and Constitution of the State of Texas.
26. **Sovereign Immunity:** The Parties agree that neither the execution of the Agreement by City nor any other conduct, action or inaction of any City representative relating to the Agreement constitutes a waiver of sovereign immunity by City.
27. **Authority:** Contractor warrants and represents that Contractor has full power and authority to enter into and perform this Agreement and to make the grant of rights contained herein. The person signing on behalf of City represents that he/she has authority to sign this Agreement on behalf of City.
28. **Non-Waiver:** The Parties specifically agree that neither the occurrence of an event giving rise to a breach of contract claim nor the pendency of a claim constitute grounds for the suspension of performance by Contractor. No covenant or condition of this Agreement may be waived except by written consent of the waiving party. Forbearance or indulgence by one party in any regard whatsoever shall not constitute a waiver of the covenant or condition to be performed by the other party.
29. **Counterparts:** This Agreement and the other agreements and instruments delivered by the parties under or in connection with this Agreement may be executed in any number of counterparts, each of which shall be deemed an original and all of which taken together shall constitute one and the same Agreement. Signatures to this Agreement and to the other agreements and instruments delivered by the parties under or in connection with this Agreement may be transmitted by facsimile, email, portable document format (.pdf), or by any other electronic means intended to preserve the original graphic and pictorial appearance thereof, and such signature shall have the same effect as the physical delivery of the paper document bearing the original signature.
30. **Prohibition on Boycotting Israel:** Pursuant to Section 2270.002 of the Texas Government Code, by executing this Agreement Contractor verifies that Contractor: (1) does not boycott Israel; and (2) will not boycott Israel during the term of this Agreement.
31. **Prohibition Against Business with Iran, Sudan or Foreign Terrorists Organizations:** Contractor warrants, covenants, and represents that Contractor is not engaged in business with Iran, Sudan, or any company identified on the list referenced in Section 2252.152 of the Texas Government Code.

*(signature block on next page)*

Executed on this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_. *(date to be filled in by City Secretary)*

**SILVER SHIPS, INC. - “Contractor”**

*Steven Clarke*

\_\_\_\_\_  
Steven Clarke, Chief Financial Officer

**CITY OF LEAGUE CITY – “City”**

\_\_\_\_\_  
John Baumgartner, City Manager

**Attest:**

\_\_\_\_\_  
Diana Stapp, City Secretary

**Approved as to Form:**

\_\_\_\_\_  
Office of the City Attorney

# Exhibit A

## Scope of Services/Description of Products/Payment Schedule

(There are **31** pages for Exhibit A, including this page)

See next pages

Silver Ships Inc.  
 9243 Bellingrath Road  
 Theodore, AL 36582  
 251-973-0000  
 www.silverships.com



December 2, 2019

City of League City  
 Purchasing Department  
 300 West Walker  
 League City, TX 77573  
 ATTN: William Stinson

Subject: *BEST AND FINAL OFFER - Silver Ships Proposal for RFP Number 20-Fire-001 (R) – All-Hazards Response Boat*

Dear Mr. Stinson:

In am writing in response to your request for a best and final offer following negotiations. The below modifications have been made to the previously providing pricing in order to provide an overall lower price for the proposed vessel. These price modifications were developed based on negotiations. If these are acceptable, we would address these changes during design review pending any impact to the actual vessel design.

The original proposed price for the Endeavor 30 fire boat was \$425,490.00. The updated price based on the below modification is \$406,890.00. The updated specifications and pricing based on negotiations are provided in matrix format below, labeled Scheduled A – Updated Specifications and Pricing.

#### **Scheduled A – Updated Specifications and Pricing**

<b><u>Scope of Work:</u></b>	<b><u>Silver Ships Response</u></b>
The City of League City seeks competitive bids on an all-hazards response boat. Aside from the specifications please include in your statement of qualifications:	The below responses have been updated based on negotiations with the customer in advance of a best and final offer. Each changed has been annotated to the affected specification. All other responses remain valid as originally proposed.  Note: These specifications apply to the Endeavor 30 fire boat proposed as the primary vessel. The alternate proposed Endeavor 34 is retracted.
· Delivery no later than January 2021	Based on negotiations, the vessel will be picked up at Silver Ships facility. The updated proposed price is FOB origin. This results in a net decrease in cost.
<b>F. PILOT HOUSE</b>	
5. The pilot house will have 4 overhead windows. Two over captain's head and two over passenger head.	Based on negotiations, the requirement for overhead "spotter" windows is deleted. This will result in a net reduction in cost.
<b>L. FIRE PUMP:</b>	
2. The pump control station is an FRC Pump Boss 200 Pressure/ RPM controller (or equal).	Based on negotiations, the Pump Boss upgrade is deleted and provisions will be made for future installation by the customer if desired. This will result in a net reduction in cost.

4. Remote control 6" stainless shut off valve between the sea chest and pump with controls on the main console in the pilot house.	Provided by Silver Ships.
5. TFT Inline foam inductor with 6-7 ft pickup tube	Based on negotiations, all TFT items will be furnished by the customer. This will result in a net reduction in cost.
6. TFT Monitor appropriately sized for fire system on front of boat with interchangeable fog nozzle and smooth bore with stacked tips and stream straightener. Location of monitor to be near the bow door however exact location will be determined during pre-construction.	Based on negotiations, all TFT items will be furnished by the customer. This will result in a net reduction in cost.
7. Two (2) TFT 2.5 male gated NST discharges one 5" TFT LDH discharge terminated with a 5" Storz connection.	Based on negotiations, all TFT items will be furnished by the customer. This will result in a net reduction in cost.
<b>M. PAINT AND GRAPHICS:</b>	
3. Graphics "League City Public Safety" on pilot house along with League City Fire Department patch and League City Fire Marshal's Patch. Vector files of patches will be provided to the vendor. All graphics to be reflective.	Based on negotiations, graphics will be provided by the customer. This will result in a net reduction in cost.
<b>ALTERNATES (Priced separately):</b>	
13. On forward part of cabin, approximately ½ size in height access door, water tight, for personnel to exit cabin onto forward deck space.	Based on negotiations, this requirement is confirmed. This will result in a net increase in cost.
<b>Updated Pricing</b>	
Endeavor 30 fireboat with modified requirements resulting from negotiations (FOB Origin)	<b>\$406,890.00</b>

In addition to the above, I noted in our technical proposal that there was an administrative error in the header of the document. The header information still listed the original ITB number instead of the updated RFP number. If a corrected copy is required, please advise. The specification matrix in the technical proposal was updated to the correct new specification. The header is just an administrative error.

I am the primary point of contact for this proposal and can be reached via email or telephone at 251-472-7290 or [dhunt@silverships.com](mailto:dhunt@silverships.com). Please do not hesitate to contact me should you have any further questions or requests for clarification.

Warmest regards,



David Hunt  
Project Manager



**Proposal for**  
**League City Texas**  
**All-Hazards Response Boat**  
**RFP #20-Fire-001 (R)**



**Technical Proposal**



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**Attachments**

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Attachment A2 – General Arrangement Drawings for Endeavor 34  
Attachment B – References and Past Performance  
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## **1.0 Executive Summary**

**1.1 Customer Need.** Silver Ships understands that the intent of this solicitation is to obtain a top of the line, heavy-duty, ruggedized commercial aluminum fire and rescue vessel capable of operating primarily in the waters, and adjacent waterways, of League City, TX. As evidenced by other vessels provided to departments on similar waterways, Silver Ships design provides for the additional stability and seakeeping to support operations in extremely rough conditions. All of our vessels are constructed to meet ISO 12217 Category B stability and all ABYC standards.

**1.2 Offered Outcome.** Silver Ships' proposed design and integrated systems for the vessel, consisting of the boat, its propulsion systems and outfitting equipment, will enable the vessel and its crew to safely and successfully complete their mission. The general layout for the boat was chosen to insure clear communication during and throughout operational deployment which will maximize situation awareness and crew protection.

Starting with the requirements, to the initial layout, to the final design, our focus has been on the crew's ability to interface with their boat and how the boat would impact their ability to carry out various operations. Silver Ships continues to evaluate systems to deliver best approach/cost solution utilizing our systematic approach to production, which continues to guide our process of evaluating best cost, practice and design. This ensures that the vessel will be mission-ready and mission-capable.

Our boats range in size from 21 to 65 in length, are built to American Boat & Yacht Council (ABYC) Standards, can be built to U.S. Coast Guard Regulations for Inspected Vessels, if required, and are currently operating on a worldwide basis. Silver Ships product line s include all-welded aluminum boats used for the following applications: military, police, fire, rescue, EMS, patrol, utility, survey, landing craft, line handling, oil spill services, water sampling, water taxis, workboats, pilot boats and passenger boats. Silver Ships also offers a complete Refurbishment Program for all makes and models of aluminum workboats.

**1.3 Solution.** The proposed solution from Silver Ships is our Endeavor Series monohull fire boat. We have provided two options based on the enclosed specifications. Endeavor Series vessels have been designed for the demanding requirements associated with fire, rescue and dive operations. Over the past 30 years, the Explorer Series of boats has been used in many applications, from fire and rescue service to many patrol and research missions.

## **2.0 Capabilities**

**2.1 About Silver Ships.** Founded in 1985 by Mike McCarty, Silver Ships' vision is to provide customers with boats designed, built, outfitted and best-suited to meet their operational needs while offering the maximum in crew safety and outstanding performance.

Throughout its history, Silver Ships, a family owned business has continued to fulfill its Mission Statement by producing high-quality aluminum boats for military, federal, state and municipal government as well as commercial applications through collaboration with highly skilled design, engineering and production resources. With corporate headquarters located in Theodore, Alabama, Silver Ships' production facilities are situated on a 16-acre plant site and utilizes state-of-the-art boatbuilding equipment.



**2.2 Qualifications.** We have long standing relationships in direct support of US government and DoD customers including Navy Special Warfare, Marine Corps Special Operations and the US Army Corps of Engineers. The rigorous demands of ensuring quality vessels are built to the strictest standards have a positive impact on all craft designed and built at Silver Ships.

**2.1.1 Relevant Experience.** In addition to our Federal and military customers, Silver Ships has a vast array of State, Local and Municipal customers including law enforcement, fire / rescue first responders, commercial vessel assist and commercial survey operators. Silver Ships relevant experience couples both our 30-year history and lessons learned with recent knowledge enhancing our overall capability. Detailed experience, references and past performance are provided in our past performance attachment to this technical volume.

**2.1.2 Financially Sound.** Silver Ships has a strong financial position with significant resources on hand to successfully bring all projects to completion. Our fully integrated production and resource review process relies on key performance indicators to show effective application of resources to projects. With zero debt and all facilities and equipment wholly owned by Silver Ships, we do not rely on outside capital to finance projects. This strong financial position greatly reduces risk for our customers.

Silver Ships' Dun and Bradstreet rating is among the highest in our industry indicating solid financial standing.

### **2.1.3 Technically Capable.**

#### **2.1.3.1 Design.**

Silver Ships specializes in the design, manufacture and outfitting of custom all welded aluminum craft optimized for both performance and durability. All our craft are CAD designed at the outset. Upon completion of final design and approval from the customer, Silver Ships develops CAD lofted cut packages which are provided to our router shop to generate NC cut components using our C.R. Onsrud state of the

art CNC router. Our hull structural members have interlocking, NC cut, notches to ensure proper alignment and structural integrity.

#### **2.1.3.2 Quality Assurance / Quality Management.**

Silver Ships has an established Quality Management System that is integrated from top management through the production level. Silver Ship's Quality Management System requirements are applicable to commercial, law enforcement and military boats.

**2.3 Silver Ships' Mission and Values.** Silver Ships is committed to helping our customers meet their goals and achieve their missions. In line with our commitment, our core values are the principles that define our behavior. They shape our strategy and set our priorities. Internally, they guide our culture, and externally, they are fundamental to our success. Our vision has always been to provide customers with a boat designed, built and outfitted to best suit their operational needs.

**Integrity** – We commit to the highest ethical standards in all that we do. We conduct our activities honestly and ethically. We earn our reputation as a highly ethical company through the integrity of our decisions and actions.

**Respect** – We encourage diversity of culture, background, experience, thoughts and ideas. We demonstrate respect for our colleagues and customers through professionalism in our words and actions. We benefit as a team from our differences, where diversity contributes to innovative ideas and drives better results for our customers.

**Trust** – We follow through on commitments to our teammates and customers. We earn our customers' trust by providing quality service and delivering on our promises, striving for continuous improvement. We maintain open and honest communications with our employees, partners and customers.

**Teamwork** – We are “one team, one fight,” working together to achieve our goals. We use resources, best practices and capabilities across our company to meet our customers' requirements.

**Mission** – We make business decisions that are first and foremost based on achieving customer mission success. We provide services and solutions that are relevant, innovative, timely and affordable—consistently exceeding customer expectations. We are proud to do meaningful work and help our customers achieve their goals in service to their constituents.

### 3.0 Production Approach

#### 3.1 Program Management Team (PMT) Leadership.

Our management process is founded on experienced leadership and supported through a PMT organization for the oversight and execution of support activities. Our PMT is comprised of a government business development and contract management team with a contract lead for each award. The contract management team is supported by our Technical Lead / Production supervisor and our contract support and administration staff.

**Table 1. Silver Ships PMT Roles, Responsibilities, Authority**

Role	Responsibilities	Authority	Coordinates with
<b>Silver Ships Contract Lead</b>	<ul style="list-style-type: none"> <li>• Total Contract Management</li> </ul>	<ul style="list-style-type: none"> <li>• Commit Silver Ships Resources</li> </ul>	<ul style="list-style-type: none"> <li>• Contracting Officer</li> <li>• Government POCs</li> <li>• Technical Leads</li> <li>• Silver Ships Admin/Contract Support Staff</li> </ul>
<b>Engineering and Technical Lead</b>	<ul style="list-style-type: none"> <li>• Vessel design</li> <li>• CAD design and production drawings</li> <li>• Stability analysis</li> <li>• Hull form design</li> </ul>	<ul style="list-style-type: none"> <li>• Technical design approval</li> </ul>	<ul style="list-style-type: none"> <li>• Silver Ships Contract Lead</li> <li>• Government Technical POC</li> <li>• Production Supervisor</li> </ul>
<b>Production Supervisor</b>	<ul style="list-style-type: none"> <li>• Team Performance</li> <li>• Daily Task Execution</li> <li>• Task Technical, Quality, and Schedule Performance</li> <li>• Teammate Performance</li> </ul>	<ul style="list-style-type: none"> <li>• Technical execution of Task award</li> <li>• Commitment of personnel and material assets to Task</li> </ul>	<ul style="list-style-type: none"> <li>• Silver Ships Contract Lead</li> <li>• Government POC</li> </ul>
<b>Silver Ships Administrative and Contract Support Staff</b>	<ul style="list-style-type: none"> <li>• Invoicing Compliance</li> <li>• Administrative Support</li> </ul>	<ul style="list-style-type: none"> <li>• Invoice Approval and Submission</li> </ul>	<ul style="list-style-type: none"> <li>• Silver Ships Contract Lead</li> <li>• Government Accounting Staff</li> </ul>

### **3.2 Design and Engineering Overview**

Silver Ships has provided our design and engineering approach for boat design and construction below. This overview demonstrates that our approach meets the design requirements by providing descriptive narratives to define the processes and resources that will be used to complete the detail design and construction efforts. These detailed design efforts begin prior to proposal development with proposal design efforts focused on the validation that the proposed craft will meet the technical requirements of the solicitation. This can include stability, structure, weight estimates, speed and power range calculations. The process detailed below is focused on production design which incorporates any design changes or clarifications based on customer input after contract award. All changes are sent to the customer for approval before production begins.

#### **3.2.1 Detailed Design Initiation Point / Design Maturity.**

Silver Ship's detailed design initiation point begins with a thorough review of all customer specifications and a comparison of requirements against similar past projects. This specification review includes a deep dive analysis to determine the likely operational requirement driving the specification. This analysis provides context for the design team to begin initial estimation on hull form and general arrangements.

### **3.3 Major Design and Engineering Effort.**

#### **3.3.1 Stage 1:**

The goal of Stage 1 is to finalize the 3D model with all major systems, sub-systems and outfitting included. This is achieved through obtaining customer input during design reviews at major junctures in the process. The culmination of this stage is the Preliminary Design Review. In addition to presentation of the design model to the customer, other outputs of Stage 1 include:

- General Arrangement Drawings
- Hull Form Review, Structural and Stability Calculations
- Auxiliary Systems Design and Calculations (e.g. HVAC, etc.)
- Speed-Power calculations, Range Calculations, and Endurance Calculations
- Cabin / Workstation Layout
  - Cabin outfitting selections and supporting test results (e.g. Shock Mitigating Seats, etc.)

Stage 1 further includes the creation of first drafts of initial Building Plans, and to generate essential documents that will be required to validate production planning. This includes finalizing and updating drawings from design inception.

#### **3.3.2. Stage 2**

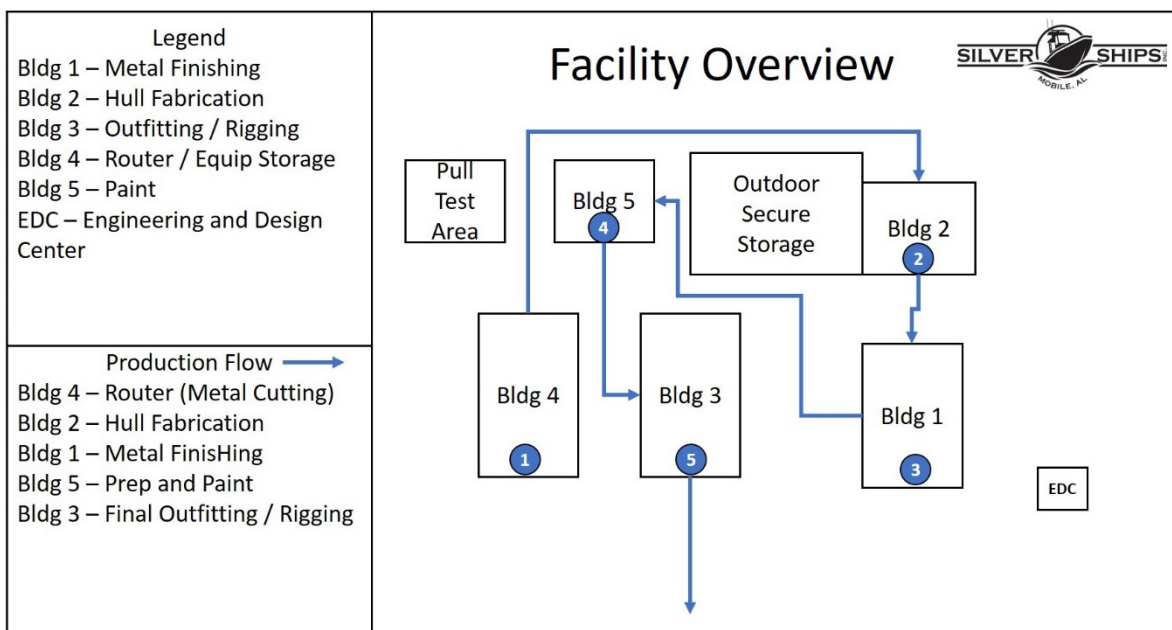
The goal of Stage 2 is the validation and finalization of the outputs of Stage 1; including any updates and revisions based on the Preliminary Design Review. At the completion of Stage 2, all documentation and testing will be completed in preparation for a Critical Design Review with the customer. Upon completion of Stage 2, Silver Ships will prepare for the start of production.

### 3.4 Design / Engineering Capabilities and Manpower.

Silver Ships utilizes primarily our in-house design and engineering center personnel. They include our Lead Naval Architect, CAD designers, 3D modelers and electrical engineering. Our lead architect has experience across the range of shipbuilding to include small and large vessels in the commercial and recreational sector as well as more recent experience working on programs in support of larger US Navy ships.

### 3.5 Production

**3.5.1 Facility Overview.** Figure 2 below provides an overall scale layout of the Silver Ships manufacturing facilities with the nominal production flow depicted. Figure 3 provides detailed layouts of the primary facilities with interior areas labeled.



*Scale Overall Layout and Production Flow*

**3.5.2 Construction Approach.** Silver Ships construction approach begins with the completion of the design phase and the development of initial work instructions by our planning team. These work instructions are developed in a coordinated effort between our design team for production drawings, our production team and our planning team. Upon completion, the work instructions are delivered to the production supervisors for implementation.

Following completion and approval of the design, in parallel with the development of work instructions, our design team extracts the individual metal components from the 3D model of the craft in order to create cut packages. These CAD lofted cut packages are optimized to minimize metal waste and support a smooth flow of metal parts in sequence to the welding floor. All Silver Ships aluminum plating and structure are cut using a state of the art CR Onsrud CNC router.

### **3.5.2.1 Key Production Milestones.**

#### Hull construction

- Assemble and secure the internal structure inverted on a jig purpose built for that vessel
- Structure alignment check utilizing laser survey equipment
- Hull and side plating are placed and welded

Following the completion of the hull, the vessel is flipped and moved into the finish metal shop for completion of all internal metal components, deck and superstructure.

- Quality Control spot checks are continuous
- Primarily utilizing Metal Inert Gas (MIG) welding in structure and fabrication
- Tungsten Inert Gas (TIG) welding for special applications

#### After completion of the welding fabrication of each vessel

- Vessel is weighed for comparison against the estimated weight and the weight control plan is updated
- Vessel is moved to prep and paint for in house media blasting and any painting as required

#### Arrival in the outfitting facility

- Boat outfit equipment is inventoried before outfitting begins
- Continuous monitoring of rigging activities against the planned schedule

Trials are conducted by launching the vessel at one of our pre-coordinated water access points based on vessel size. Primary sea trials are conducted in Mobile Bay, AL and out into the Gulf of Mexico if required.

## **3.6 Quality Assurance Process**

Quality Assurance Process and Approach. The Silver Ships Program Manager is ultimately responsible for supervising and implementing all aspects of our quality management and assurance for all aspects of the production approach. Our PM is responsible for analyzing customer feedback and trends, scheduling and overseeing audits and management checks, and determining and leading quality process improvement projects as determined by the contract and the Government. He is supported by our Quality Control department.

**3.6.1 Quality Objectives.** Quality must be integrated at the beginning of a project and not incorporated into an activity after defects occur. Evaluation of service and deliverable quality is not a one-time occurrence. It begins prior to contract start and continues throughout the period of performance. All personnel who manage, perform, or verify work relating to the manufacture of our vessels share the responsibility of the products' quality. The objectives established for the quality assurance plan:

- Defining, setting, meeting, or exceeding performance standards.

- Involving all personnel in quality management and performance monitoring functions; leveraging similar task skills to cross-check for quality.
- Creating a team-wide mentality that encourages and allows all personnel in the organization to participate in identifying and evaluating quality problems and discrepancies, and recommending solutions.
- Enhancing or developing new QC processes in all applicable tasks.
- Rapidly detecting existing and anticipating potential deficiencies.
- Proactively resolving problems.
- Implementing systemic process improvements as opportunities are identified.

**3.6.2 Quality Assurance Approach.** Focusing on specific processes such as management responsibility; resource management; product realization; and measurement, analysis, and improvement is necessary for a successful quality assurance program. These areas of focus allow us to consistently take customer requirements and transform those requirements into products and services, resulting in satisfied customers.

Our quality assurance approach focuses on four areas:

- **Quality Planning.** Identifying which quality standards, procedures, and resources are relevant to the project.
- **Quality Assurance.** Evaluating overall project performance on a regular basis to provide confidence that all quality requirements are fulfilled to satisfy the relevant quality standards. Qualified individuals will inspect work at quality assurance checkpoints defined in the Integrated Master Schedule and documented in the detailed work instructions.
- **QC.** Fulfilling quality requirements by monitoring specific product deliverable results to determine if they comply with relevant quality standards and identifying ways to eliminate causes of unsatisfactory performance. The PM conducts the final review, ensuring all project requirements are met prior to final release.
- **Continuous Quality Improvement.** Taking action to increase the effectiveness and efficiency of our quality assurance approach to provide value-added benefits.

**3.6.3 Quality Assurance Resources.** Quality Assurance Resources. Our Quality Control resources include personnel, onsite test equipment, certified inspectors and third-party certification when required. QA checkpoints are established at logical points in production and must be passed before the boat can proceed. Each of these checkpoints represents a node on the critical path of any vessel in manufacturing. QA failures at any point result in an immediate root-cause analysis to trace the source of the error. Corrective action is taken on that vessel and the cause of the error is addressed in production to ensure no recurrence.

**3.6.4 Quality Assurance Checkpoints.** The below production QA checkpoints are inherent in every project. Additional checkpoints are added as required for special application vessels.

- QA Checkpoint Pre-Hull Plating
- QA Checkpoint Inner Hull
- QA Checkpoint Outer Hull
- QA Checkpoint Fuel Tank Test
- QA Checkpoint Fitting Load Test and Scale Weight
- QA Checkpoint Paint
- QA Checkpoint Waterjet Installation
- QA Checkpoint Pre-Trial Inspection

#### **4.0 Specifications**

The technical specifications have been addressed, as directed, in the provided table below. Additional information is available as required to clarify and / or modify these specifications. Of particular note is the fact that as a custom aluminum workboat manufacturer, Silver Ships' engineering and design review process incorporates a significant amount of customer input during the final design for every vessel to ensure that the configuration of your boat is tailored to your specific department's approach and needs.

<b><u>Scope of Work:</u></b>	<b><u>Silver Ships Response</u></b>
The City of League City seeks competitive bids on an all-hazards response boat. Aside from the specifications please include in your statement of qualifications:	
· Information about Quality Assurance Process	Provided in Section 3.6 above.
· Warrant Information	Provided in Attachment C.
· Capabilities	Provided in Section 2.0 above.
· Relevant Experience (To include pictures of other relevant projects)	Provided in Attachment B.
· General Arrangement and Drawings	Provided in Attachments A1 and A2.
· Timeline of build from contract award to delivery	Silver Ships proposed timeline is 300 calendar days from contract award to delivery. This includes a 45 day pre-construction design effort. This would be a delivery date of 12 August 2020; well before the required delivery of January 2021.
· Qualifications	Our technical proposal taken in total indicates our qualifications as a custom aluminum fire boat manufacturer. In addition to the vessels depicted in Attachment B, we currently have several fire boats in production right now.
· Delivery no later than January 2021	See above.
All vendors shall be within 500 miles of 555 W. Walker, League City, TX 77573	Fully compliant. Silver Ships facility is 468 miles from 555 W. Walker, League City, TX 77573.
<b>A. GENERAL SPECIFICATIONS:</b>	
1. Hull Length: 30' minimum and 34' maximum (does not include outboard engines, engine bracket, engine guard, or rub rails)	Fully compliant. Our proposed vessel is 30 length overall as defined in the specification. An alternate proposed vessel is also provided that is 34 length overall.
2. Beam: 10 feet minimum (does not include rub rails)	Fully compliant.
3. Overall height not to exceed 136" to highest fixed point while on trailer and attached to a tow vehicle.	Fully compliant.
4. Draft should not exceed 24 inches from the keel to the waterline.	Fully compliant.
5. Person and cargo capacity 4,000 lbs.	Fully compliant.

6. Boat weight 15,200lbs approx.	Fully compliant.
7. Trailer weight 2,900lbs approx.	Fully compliant.
8. Combined boat and trailer weight 18,100 lbs. approx.	Fully compliant.
9. Fire pump rated at 800 - 1000 GPM at 150psi.	Fully compliant.
10. All outfitting to be marine grade	Fully compliant.
<b>B. HULL DESIGN &amp; OUTFITTING:</b>	
1. Hull shall be a mono-hull style modified "V" with dead rise to be determined by the builder to meet draft and performance requirements.	Fully compliant.
2. The boat shall have a bow door sized for personnel only (width should accommodate a standard stokes basket approximately 25"). The door shall have the ability to be latched in closed position.	Fully compliant.
3. Two 34" clear opening dive doors, one on the port side and one on the starboard side	Fully compliant.
4. Aluminum hull with rubber rub rail with swimmers grab rails just above the waterline on port and starboard sides of vessel.	Fully compliant.
5. All decks shall be designed to be self-bailing and provide sufficient water egress.	Fully compliant.
6. Deck shall be the same level forward and aft to include the ability to walk around the pilot house on the deck.	Fully compliant.
7. Sacrificial anodes shall be provided to protect against galvanic corrosion.	Fully compliant.
8. The pump compartment shall be designed to facilitate easy access for pump, engine and mechanical maintenance.	Fully compliant.
9. A 3/4" aluminum double pad eye will be incorporated into the keel.	Fully compliant.
10. 1 1/2" pipe safety railings are installed 6" above gunnel from dive doors, forward 72". Final hand rail designs will be approved by the customer prior to the start of manufacture.	Fully compliant.
11. Eight (8) 10" welded aluminum cleats.	Fully compliant.
12. Bottom plating .250" 5086	Fully compliant.
13. Side plating .190" 5086	Fully compliant.

14. Deck plating .124" 5086	Fully compliant.
15. Deck structure and component material are aluminum, they consist of 5086 aluminum alloy with thicknesses of .190", .250", and .375", and are fully welded to the hull and all deck height transverse bulkheads and longitudinal girders to contribute to the strength of the hull.	Fully compliant.
16. 3" Duramax D shaped rub rail along the full length of the boat at the gunnel height. With 5 diagonal D fenders installed both port and stbd.	Fully compliant.
17. Minimum of 2000GPH automatic bilge pumps. The number of pumps and locations to be determined by the vendor in accordance with applicable design standards and best practices.	Fully compliant.
18. One (1) T-handle drain plug.	Fully compliant.
19. ABYC approved carbon monoxide detector in cab. Gasoline fume detector in the pump engine compartment.	Fully compliant.
20. Recessed deck tie downs and a water wash down system.	Fully compliant.
<b>C. WELDING:</b>	
1. The hull and superstructure are constructed of marine grade aluminum and MIG and TIG welded throughout.	Fully compliant.
2. All water seams are welded 100% on both sides.	Fully compliant.
3. Longitudinal structural members are stitch welded on opposite sides.	Fully compliant.
4. Hull plating and wends shall meet or exceed all applicable ABYC, ABS, or USCG standards	Fully compliant.
<b>D. FUEL SYSTEM:</b>	
1. 160-gallon fuel tank minimum. Fuel supply for the fire pump is direct piped to the vessel fuel tank. The tank is made of aluminum. The tank is internally baffled to prevent shifting of the fuel load, and to ensure fuel pickup tube remains submerged in fuel. Shall be NFPA compliant.	Fully compliant.
2. Fuel tank is EPA compliant and meets all venting and overflow safety requirements.	Fully compliant.

3. Withdrawal tubes are stainless steel.	Fully compliant.
4. A WEMA fuel sender is attached to a NMEA fluid level interface to supply data to electronic gauges.	Fully compliant.
<b>E. TOWING EQUIPMENT:</b>	
1. Minimum of 2" double pipe motor guard with tow line guides. The guard shall have an integrated stokes basket rack on top of guard.	Fully compliant.
2. Tow post shall be fitted aft on centerline.	Fully compliant.
3. Push knees shall be provided on the forward bow with Duramax rubber D shaped bumpers.	Fully compliant.
4. Scuba bottle storage will be provided forward. Quantity 4. Bottle storage when not in use will need be on spring hinges or equivalent. Final position of scuba bottle storage to be determined during pre-construction.	Fully compliant.
<b>F. PILOT HOUSE</b>	
1. Note: measurements and arrangements are approximate and will be determined by the builder and the department during design prior to the start of manufacture.	Acknowledged. Will comply.
2. The walk around pilot house 9 long by 8' 1" wide, with an interior clearance height of 76".	Fully compliant. Silver Ships understands that the final dimensions will be determined during design review. Note: Two proposed vessels are provided with associated pricing for each based on the walk around requirement. Dimensionally, a 30ft Endeavor requires that personnel walk around the cabin on an enlarged gunwhale, whereas in the 34ft Endeavor, there is sufficient deck space to include sliding side doors. This is reflected in the attached drawings.
3. The pilot house is fully enclosed. Component material is all welded construction of 5086 aluminum alloy of 3/16" thickness.	Fully compliant.

4. The pilot house is equipped with two forward leaning windshields. One sliding and one fixed clamped tempered safety glass window on each side and two fixed clamped windows on aft wall of pilot house. One lockable hinged folding door on the aft face of the house.	Fully compliant.
5. The pilot house will have 4 overhead windows. Two over captain's head and two over passenger head.	Fully compliant.
6. The dash console provides ample room for electronics, throttles, switches, and steering wheel with cable components. Steering wheel to be outfitted with a speed wheel for low speed maneuvers.	Fully compliant.
7. Pilot house will have 2 ventilation/defrost fans to circulate air around windshield and cabin area.	Fully compliant.
8. 110V/220V rooftop unit for heating and A/C.	Fully compliant.
9. Includes marine fire extinguishers meeting or exceeding USCG or ABYC standards.	Fully compliant.
10. Helm station is starboard, overhead radio rack and final helm and console arrangement will be approved by the customer prior to the start of manufacture.	Fully compliant.
11. For proposal purposes, the following grab rails are anticipated. There is a grab rail alongside of the roof gutters on port and starboard sides. Final location and design of grab rails will be approved by the customer prior to the start of manufacture.	Acknowledged. Will comply. Minimal handrails are depicted in the general arrangement drawings. Final placement will be approved by the customer prior to the start of manufacture.
12. There are 2 overhead grab rails running lengthwise in the pilot house ceiling.	Acknowledged. Will comply.
13. There is a grab rail near the console at the pump control station.	Acknowledged. Will comply.
14. There are 2 grab rails on the exterior forward bulkhead of the pilot house.	Acknowledged. Will comply.
15. There are 2 grab rails on the exterior aft bulkhead of the pilot house.	Acknowledged. Will comply.
16. Four 12V red/white LED dome lights installed overhead inside of the cabin.	Fully compliant.

17. Suspension Seat and seat box with storage is provided for operator and navigator	Fully compliant.
18. Horn and compass provided.	Fully compliant.
19. Two additional suspension seats with seat box on starboard aft of the operator.	Fully compliant.
20. One padded bench along interior port wall of pilot house with storage beneath; sized for a stokes litter	Fully compliant.
21. Pilot house fitted with manual folding mast for installation of lighting and electronics.	Fully compliant.
22. All pilot house configuration specifications are anticipated. Final design will be approved by the customer prior to the start of manufacture.	Acknowledged. Will comply.
23. Electric, remote LED spot light installed on pilot house.	Fully compliant.
24. AM/FM radio with a minimum of two speakers in the pilot house	Fully compliant.
<b>G. ELECTRICAL SYSTEM:</b>	
1. The vessels electrical system is 12VDC and 120VAC 60 Hz.	Fully compliant.
2. All electrical cable is marine grade tinned copper wire and labeled for each circuit.	Fully compliant.
3. Cables are routed in wire ways wherever possible. Cables are protected wherever exposed to potential damage.	Fully compliant.
4. Electrical cables are sized in accordance with the American Boat & Yacht Council recommendations.	Fully compliant.
5. All electrical cables are marked in accordance with the markings in electrical drawings.	Fully compliant.
6. All electrical switches are of marine grade and properly insulated.	Fully compliant.
7. The electrical system is grounded. The hull is not used as part of a galvanic feeding loop.	Fully compliant.
8. Wiring for radios, and all electronics are protected with circuit breakers. Additional circuit breakers are provided for future expansion of the electrical system.	Fully compliant.

9. Electrical compartments are provided in the cabin to house the electrical power, circuit protection and control components. Serviceable components are accessible. Power, circuit protection and control components are protected against the following: corrosion, excessive heat, excessive vibration, water spray and EMI and RFI.	Fully compliant.
10. Mounting plates for antenna are on the roof.	Fully compliant.
11. Heavy-duty wiper system.	Fully compliant.
12. Two (2) 12-volt power outlets and two (2) USB charging ports are provided in the dash console.	Fully compliant.
13. All wiring to be labeled at both ends.	Fully compliant.
14. Wiring diagrams and instruction manuals for manufacturer furnished items shall be provided on delivery.	Fully compliant.
<b>H. BATTERIES:</b>	
1. Four marine batteries are installed complete with battery switches.	Fully compliant.
2. Two batteries are installed as the engine starting bank, one is for starting the pump motor and one is a dedicated house battery. A four-position battery distribution panel, located on the console, includes a battery switch for each battery, crossover switches to allow jumping in case of a dead battery, and 3 automatic charging relays that direct the alternator or battery charger to the weaker battery. All battery switches are located on lower panel of console.	Fully compliant.
3. All batteries shall be charged by the engines as well as by shore power.	Fully compliant.
4. All of the batteries are installed in plastic battery trays below a deck hatch outboard of the cabin.	Fully compliant.
<b>I. 120V AC ELECTRICAL:</b>	
1. A 30-amp shore power system installed to supply battery charger.	Fully compliant.
2. Appropriate battery chargers are installed for use with the shore power system above.	Fully compliant.

3. Westerbeke 5 Kw generator (or equivalent) is installed to provide AC power	Fully compliant.
<b>J. 12V DC ELECTRICAL:</b>	
1. Two Blue Seas 6 position distribution panels are installed on the console.	Fully compliant.
2. LED Navigation lights are installed to meet USCG requirements with hinging anchor light mast.	Fully compliant.
3. 12V 2000 GPH bilge pumps are installed with automatic float switch.	Fully compliant.
4. Includes 2 Blue Seas 12v/USB charging ports.	Fully compliant.
5. Additional breaker switches to be added for future addition of lighting.	Fully compliant.
<b>K. PROPULSION:</b>	
1. A minimum of Twin Four Stroke outboards of 300HP or greater with appropriate shaft size as determined by the builder will be provided. These are complete with a fuel management system, dual key management system, dual key switch panel, power trim and tilt, harnesses. Minimum top speed of 38 knots.	Fully compliant. The proposed vessel includes twin 300HP four stroke Suzuki outboard motors.
<b>L. FIRE PUMP:</b>	
1. The fire pump provided must be gasoline fueled, powered by a dedicated engine and capable of producing 800-1000 GPM at 150psi at the pump.	Fully compliant. Two fire pump packages were evaluated for this solicitation. The Darley LS 1000 pump was evaluated with either a 2.4L 4-cylinder marinized engine or a 4.3L 6-cylinder marinized engine. While the 2.4L solution may possibly make 800GPM with a perfectly matched fire monitor, the installation was considered high-risk for failure by the pump manufacturer. Our proposed vessel includes the 4.3L engine and will make 1000GPM as specified.
2. The pump control station is an FRC Pump Boss 200 Pressure/ RPM controller (or equal).	Fully compliant.
3. FRC dash mounted pressure (psi) and flow (gpm) meter.	Fully compliant.
4. Remote control 6" stainless shut off valve between the sea chest and pump with controls on the main console in the pilot house.	Fully compliant.

5. TFT Inline foam inductor with 6-7 ft pickup tube	Fully compliant.
6. TFT Monitor appropriately sized for fire system on front of boat with interchangeable fog nozzle and smooth bore with stacked tips and stream straightener. Location of monitor to be near the bow door however exact location will be determined during pre-construction.	Fully compliant.
7. Two (2) TFT 2.5 male gated NST discharges one 5" TFT LDH discharge terminated with a 5" Storz connection.	Fully compliant.
8. The pump is configured with through-hull suction into a sea chest with a minimum of 6" intake. The sea chest has a screened inlet, and a valve at the sea chest outlet.	Fully compliant.
9. Monitor to be manually operated	Fully compliant.
10. Fresh water flushing port installed just ahead of sea chest valve.	Fully compliant.
11. Fire suppression system is included in pump engine space.	Fully compliant.
<b>M. PAINT AND GRAPHICS:</b>	
1. Deck area and interior/exterior of pilot house are painted with non-skid texture paint.	Fully compliant.
2. Single reflective red stripe around the exterior hull of vessel near the top of the hull.	Fully compliant.
3. Graphics "League City Public Safety" on pilot house along with League City Fire Department patch and League City Fire Marshal's Patch. Vector files of patches will be provided to the vendor. All graphics to be reflective.	Fully compliant.
4. Anti-Foulant Paint (hull) is provided.	Fully compliant.
<b>N. ELECTRONICS:</b>	
1. One (1) Raymarine VHF provided.	Fully compliant.
2. Two (2) Raymarine Axiom Pro 9-inch (or larger) MFD touchscreen with GPS, Chart plotter, side scan, maps and transducers. Real vision 3D all in one sonar.	Fully compliant.
3. Raymarine Radar/radome provided.	Fully compliant.
4. Install one Motorola APX 8500 radio. Radio will be provided by agency.	Fully compliant.

<b>O. EMERGENCY LIGHTING, SIREN, AND WORK LIGHTS:</b>	
1. Whelen Ion trio or equivalent emergency lighting shall be provided. Emergency lighting shall be visible from 360 degrees around the vessel. (Red/Blue/White)	Fully compliant.
2. LED Flood / work lights (4). These lights to be mounted on the pilot house and to illuminate the water around the boat. Also, the rear light to illuminate the deck area.	Fully compliant.
3. Courtesy lights for walkway illumination, red in color.	Fully compliant.
4. Siren / loudhailer with control panel shall be provided.	Fully compliant.
<b>P. TRAILER:</b>	
1. A custom aluminum triple axle bunk trailer complete with electric brakes, spare tire, and tongue jack on trailer.	Fully compliant.
2. Galvanized steel wheels and electric disc brakes.	Fully compliant.
3. An adjustable bow stop and winch stand is provided with a manual 2-speed winch and strap.	Fully compliant.
4. Trailer LED lights are submersible.	Fully compliant.
<b>Q. WARRANTY:</b>	
1. Warranty includes 1 full year limited warranty from bow to stern of vessel.	Fully compliant.
2. 10-year structural warranty on all hull, deck and cabin parts (including fuel tank).	Fully compliant. Silver Ships standard warranty for hull, deck and cabin parts including the fuel tank is 15 years at no additional cost.
3. All OEM equipment warranties passed through to customer.	Fully compliant.
<b>ALTERNATES (Priced separately):</b>	
1. Furuno Solid Sate Doppler Radar Model DRS4D-NXT or equivalent	Alternate specifications can be provided for additional cost if deemed in the best interest of the department. The alternate items are not included in the proposed price except as indicated below.
2. Multi-function display: Furuno TZTL15F (15.6" display) or equivalent	Not included proposed price.
3. Furuno Class B AIS FA-50 or equivalent	Not included proposed price.

4. 2 – Handheld thermal imager FLIR OS 640	Not included proposed price.
5. FLIR M 324CS Infrared camera	Not included proposed price.
6. Minimum of 2 days of onsite training in League City, TX for minimum of 10 personnel	Not included proposed price.
7. Jack Plates for all propulsion engines	Not included proposed price.
8. 2 sliding doors on pilot house one next to the captain seat (starboard) and one next to the navigator seat (port)	Not included proposed price.
9. Two (2) Raymarine Axiom Pro 12 MFD touchscreen with GPS, Chart plotter, side scan, maps and transducers. Real vision 3D all in one sonar.	Included in proposed price for 34ft Endeavor.
10. One additional electric LED remote spot light installed on pilot house	Not included proposed price.
11. On the aft of the boat near the starboard dive door, a removeable winch structure to lift a minimum of 300 lbs.	Not included proposed price.
12. Replace two additional suspension seats with seat box on starboard aft of operation padded bench along interior starboard wall of pilot house with storage beneath; sized for stokes litter.	Not included proposed price.
13. On forward part of cabin, approximately ½ size in height access door, water tight, for personnel to exit cabin onto forward deck space.	Not included proposed price.
14. 15-year structural warrant on all hull, deck and cabin parts	Price is included in both vessels, however, the drawings are shown as specified above with two bench seats aft.



**Proposal for**  
**League City Texas**  
**All-Hazards Response Boat**  
**RFP #20-Fire-001 (R)**



**Technical Proposal**  
**Attachment A1 – General Arrangement**  
**Drawings – Endeavor 30 Fireboat**

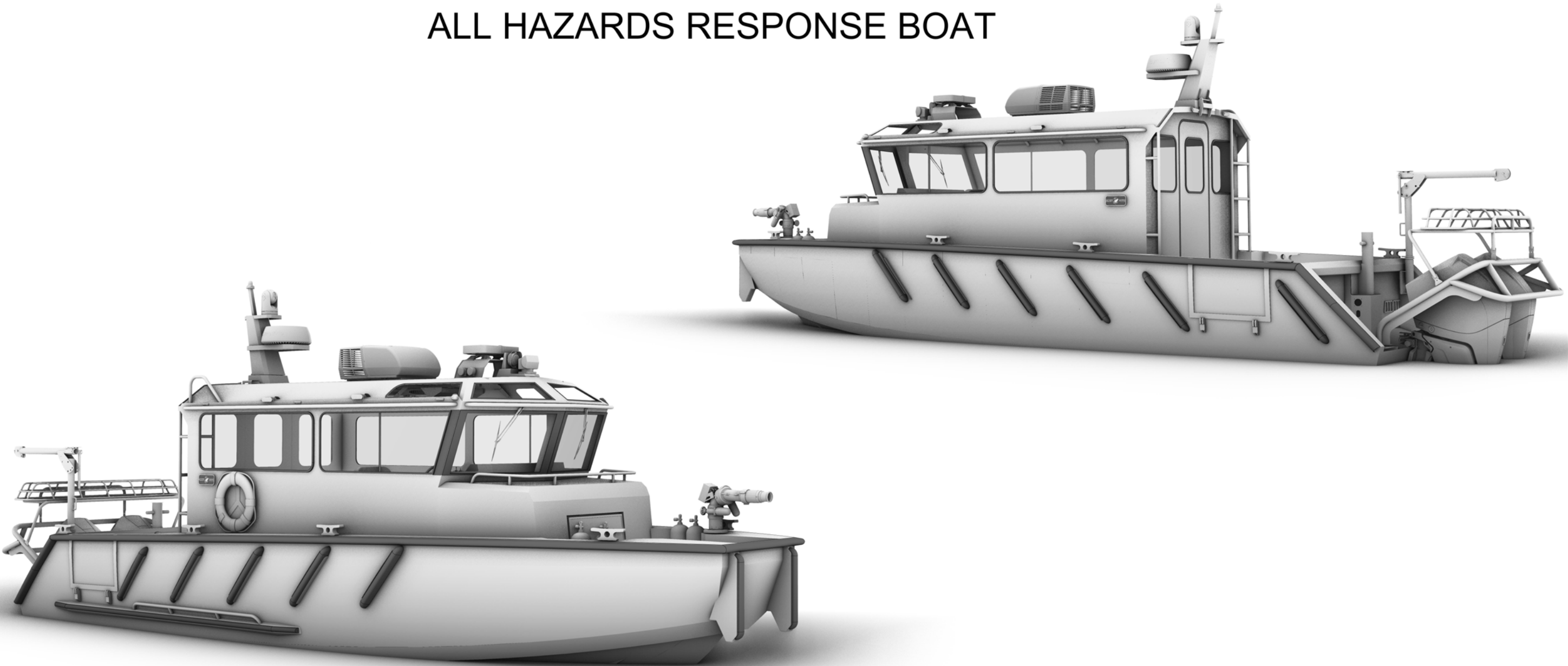


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DESIGN PROPOSAL

ENDEAVOR SERIES 30'

ALL HAZARDS RESPONSE BOAT



GENERAL NOTES:

1. BOAT DESIGN AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE US COAST GUARD AND AMERICAN BOAT AND YACHT COUNCIL REGULATIONS.
2. STORAGE LOCKER DIMENSIONS, SEATING CONFIGURATION AND ERGONOMICS, CANOPY OR CABIN DESIGN, AND OTHER EQUIPMENT STORAGE DETAILS TO BE CONFIRMED AT PRE-CONSTRUCTION ENGINEERING CONFERENCE.
3. ELECTRONICS, LIGHTING, AND OTHER OUTFITTING DETAILS NOT SHOWN SHALL BE INSTALLED AS PER DESIGN DEVELOPMENT AND SPECIFICATION.
4. FINAL DESIGN AND ARRANGEMENT IS SUBJECT TO OWNER INPUT AND APPROVAL
5. ALL DETAILS TO BE CONFIRMED AT PRE-CONSTRUCTION DESIGN REVIEW.

THIS DRAWING CONTAINS PROPRIETARY AND CONFIDENTIAL INFORMATION OF SILVER SHIPS, INC., AND LOANED IN CONFIDENCE WITH THE UNDERSTANDING THAT IT WILL NOT BE REPRODUCED NOR USED IN ANY MANNER WHATSOEVER DETRIMENTAL TO THE BEST INTEREST OF SILVER SHIPS, INC. AND THAT IT SHALL BE RETURNED ON DEMAND. TO SCALE WHEN PRINTED ON 11"x17" STOCK.



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APVD BY:        DATE:

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ALL HAZARDS RESPONSE BOAT

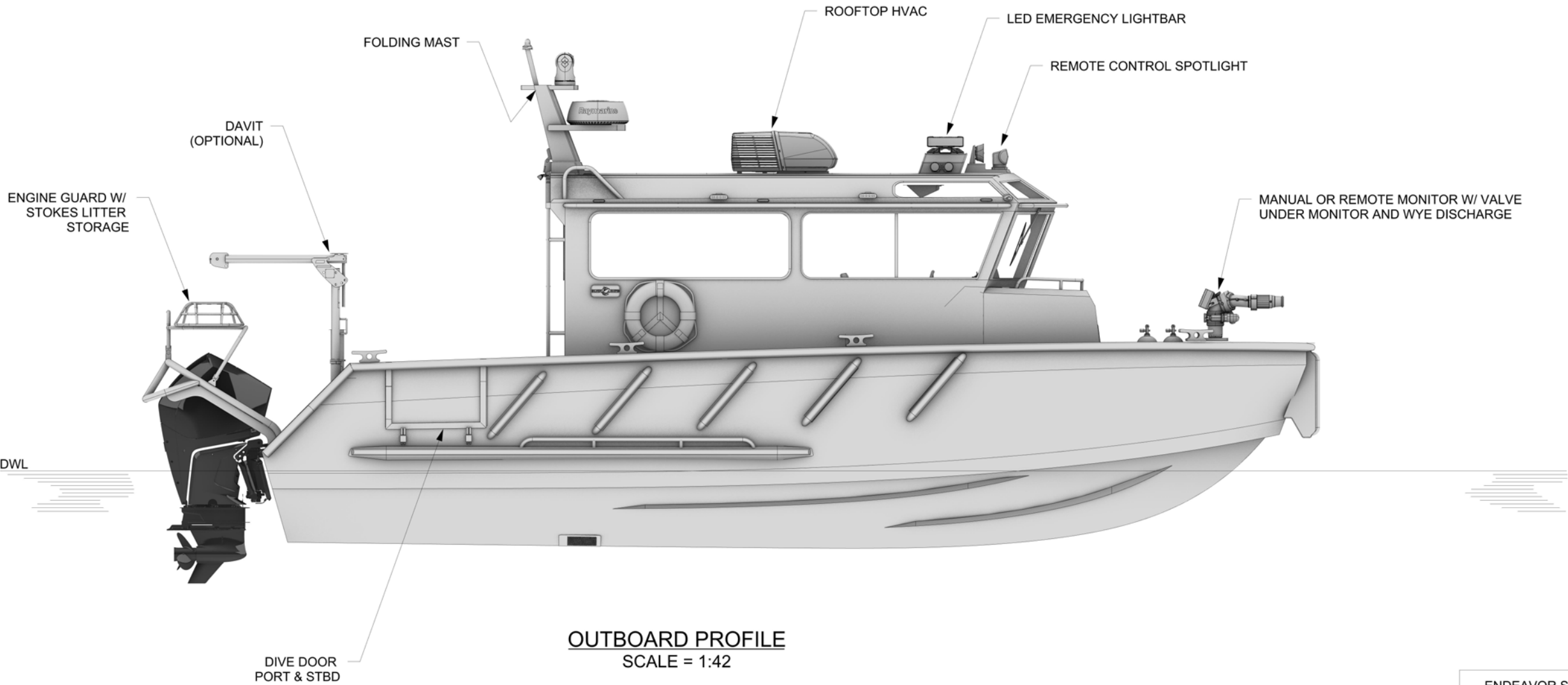
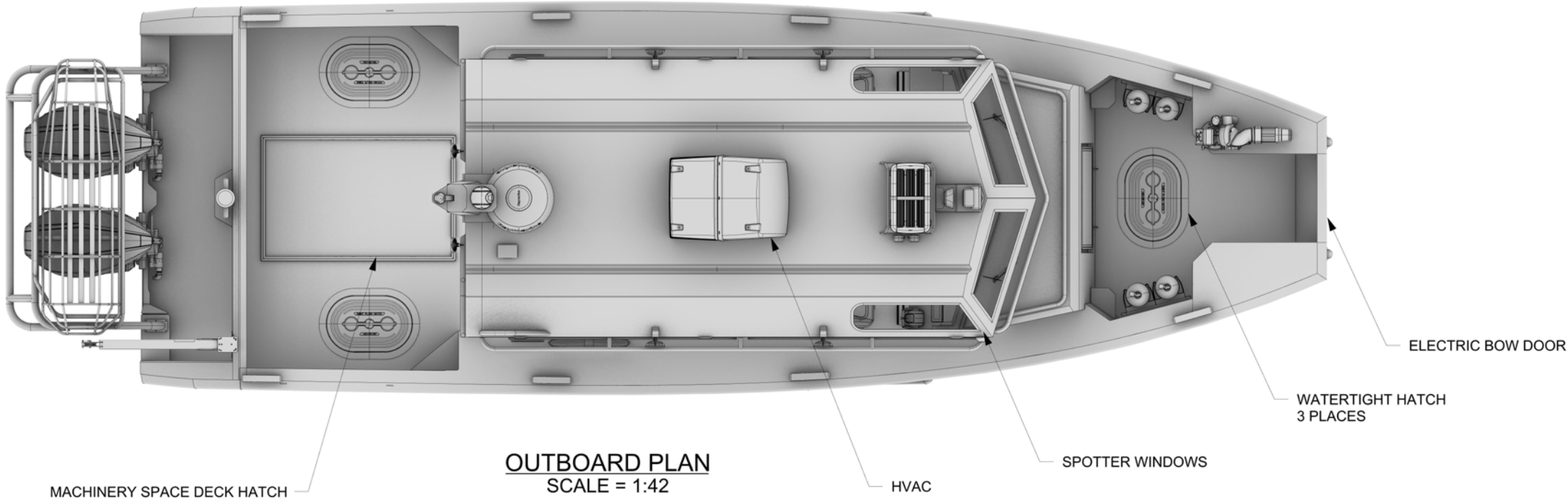
LEAGUE CITY ,TEXAS

SIZE B	SCALE AS NOTED	DWG # N30FB4 - 100	REV. P1
SOL. # ITB #20-FIRE-002			SHEET: 1 OF 3

REV	REVISIONS	DATE	DRWN	CHKD
-	-	-	-	-

PRINCIPAL CHARACTERISTICS:

LENGTH, HULL:	30'
LENGTH, OVERALL:	33'-8"
BEAM, MAXIMUM:	10'
FUEL CAPACITY:	GASOLINE 200gal
INSTALLED POWER:	TWIN OR TRIPLE ENGINES UP TO 1050HP
PUMPING CAPACITY:	UP TO 1000GPM



REV	REVISIONS	DATE	DRWN	CHKD
-	-	-	-	-

